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NEWS OF THE FAR EAST
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With which is incorporated the
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Hongkong Daily Press

ESTABLISHED 1857

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[a1351]

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The Daily Press.

HONGKONG, FEBRUARY 16TH, 1911.

While there are so many "signs of the times" floating about it is distressing to add another to their number, but we may comfort ourselves with the reflection that, after all, most signs of the times are merely made to order by distressed journalists looking for what Americans call a "story," or by dyspeptic old gentlemen condemning as sour the grapes of the life they are so soon to leave. For it is certain that signs of the times have fallen into disrepute. They are, as it were, the steps of the ladder which leads mankind down to perdition. Few men nowadays find a sign of the times which can be accused of having a good character; an encouraging, hopeful, uplifting sign of the times. Nearly all the specimens produced only serve to deepen the gulf of degradation into which mankind is plunging. The latest sign of the times is the decline of marriage, although perhaps it is not quite so "late" as pre-tended. Did not a previous generation find their ears assailed with a song only one line of which remains in memory—"Why won't the man propose, mamma?" and is not this some kind of evidence that at least one side showed a disinclination, even at that time, to enter into wedlock? Perhaps that may have marked the beginning of the decline of the state which Sir WALTER

Scott—long before Mr. OSCAR WILDE—pointed out resembled the service with which it is consummated in beginning with "Dearly beloved" and ending in "amazement." But nowadays things are marked by a difference. Not only do the men decline to propose, but the women decline to accept. The probability is that this is a case of the bad example, although of course the suffragette movement may have had something to do with it in England. How can EDWIN propose to ANGELINA when he knows that at any moment she may be seized with an insane desire to punch a ministerial nose or horsewhip a ministerial back? and how can ANGELINA look with kindness on EDWIN when he is depriving her of the pleasure of making a cross on a piece of paper and thus having a stake in the country? But whatever the cause the facts cannot be explained away. The statistician has been abroad and has come back with the solemn statement that "while salaries in industry, professional life and labour have been gradually rising in value in such civilised countries as England, the United States, Hungary and Italy, the number of marriages has suffered a sensible diminution." Now, do salaries rise—not nominally but actually? Why should they? The very fact that salaries have had a nominal rise makes us suspicious that the actual value of the salary has not changed, but that it is the cost of living that has risen. After all, battleships and other luxuries have to be paid for and there is always the increase in the population to be considered. The probabilities are that EDWIN is in the same—or perhaps not quite so good—a financial condition as his great-grandfather. Is the fault in ANGELINA then? The writer who has collected the statistics thinks that EDWIN no longer takes his old delight in nursing the baby, and ANGELINA is tired of darning his socks. The traditional happiness of the home on washing days has been broken into—say, by the intense delights of the cinematograph; the increase of civilisation and refinement has deprived EDWIN of his taste for cold mutton, and ANGELINA of the simple pleasure arising from doing over last year's bonnet. EDWIN no longer hugs ANGELINA, and so ANGELINA has to hug her illusions, which also, alas! are fast vanishing away. The future prospects of wedded bliss are thus distinctly unfavourable. Will there come a time when nobody will marry? Or, say, only a favoured few, specially selected? Is man doomed and is the future only to women—an ignoble woman born only to work like those so-called neuter ants which nevertheless display such maternal instincts as to make them more feminine than the queen ant herself? Such a form of civilisation seems merely a cul-de-sac. And yet all things are possible.

A Northern contemporary reports that Dalny Harbour is full of steamers awaiting bean cargoes, in spite of the stoppage of trade to that port owing to the plague.

Mr. H. S. Kavarana was on Tuesday re-elected a member of the French Municipal Council at Canton. Mr. Kavarana has been on the municipal board for the last ten years.

The Rev. H. C. Meeks, M.A., Presbyterian Chaplain to the Forces, from Tientsin, who proceeded home on the transport *Rohilla*, has been posted to Aldershot for duty.

The Rev. A. Dallas Ennis, M.A., Chaplain to the Forces, and Captain and Deputy Commissary of Ordnance A. Baker, A.O.D., on arrival home from Hongkong, have been posted to Plymouth and Aldershot, respectively.

It is stated in a Chinese paper that the Diplomatic Corps in Peking have lodged a protest with the Waiwup against the incompetence of the officials of the three Eastern provinces, in Chihli and the Shantung Provinces for their failure to prevent the plague.

Mr. B. W. Fleisher, proprietor of the *Japan Advertiser*, could not leave Tokyo on the 5th as he has been originally proposed, owing to the fact that he has been indicted, in consequence of the reproduction of an interview published by a city paper on the subject of Anarchism in Japan.

At Macassar cholera has broken out, and the disease is pretty bad. But Europeans have escaped because they have been inoculated with anti-cholera serum in time. Most of the seizures are among the Chinese, who are so terror-stricken that they have gone to heavy expense to drive away the evil spirits who are believed to have brought the calamity upon them.

While five members of the crew of the British barque *Calcutta*, lying outside the break-water at Nagasaki, were being conveyed to their ship in a sampan on the evening of February 5th about seven o'clock, the boat capsized at a point about a dozen yards from the ship, the accident, it is alleged, being due to carelessness on the part of the sendo. Some of the crew of the *Calcutta* who noticed the accident threw life-buoys, while a life-boat was also launched to rescue the men, who included an Englishman, a Dane, two Swedes, and an American. The first four were saved but the American and the sendo were drowned. The bodies of the two men are still missing.

The return of visitors to the City Hall Library and Museum for the week ending the 12th February shows that of non-Chinese there were 309 to the Library and 278 to the Museum and of Chinese 121 to the former and 6,372 to the latter. The Library was, therefore, used by 430 persons and the Museum by 6,650.

A marriage has been arranged between Marquis Henri Cavallotti, eldest son of the late Marquis Maurice Cavallotti, of Rome, and nephew of the late Baron d'Anthon, formerly Belgian Minister in Tokyo, and Elisebeth, younger daughter of the late Lieutenant T. H. James, R.N., of Treverux, Eden-bridge, and Tokyo, and grand-daughter of the late Very Reverend Arthur Ranken, D.D., Dean of Aberdeen and Orkney.

MEETS DEATH IN A STRONG ROOM.

A shocking discovery was made on board the Canton river steamer *Kwong Tung* on Tuesday evening. The vessel has a special strong room reserved for the storage of silk, the door of which is always kept locked. It appears that this room had not been entered for some days, but when the door was opened last night and members of the crew went into the room they found the dead body of a Chinese. How the man came to be locked in the strong room is at present a mystery, but the interior of the room shows that he made a desperate struggle to get free. But all his efforts were of no avail, and he passed to his death by the lingering and dreadful road of starvation. The police are making inquiries.

DISORDERLY BEHAVIOUR AT THE POST OFFICE.

A bluejacket from H.M.S. *Otter* was charged before Mr. J. R. Wood at the Magistracy yesterday with behaving in a disorderly manner at the Post Office and with assaulting a shroff.

According to the evidence for the prosecution the defendant called to send a parcel to Shanghai, for the postage on which he tendered subsidiary coins in payment. It was explained to him that stamps could be purchased with only Hongkong money, and the bluejacket was told to go to another part of the counter to get the parcel weighed. Instead he became pugnacious, and it is alleged that he punched the shroff on the nose.

Defendant stated that when he went to the counter the shroff held his head in the air and ignored him. He pushed the parcel through an opening in the wirework above the counter, and the shroff in turning his head suddenly met it with his nose.

Inspector Goudlay pointed out that the parcel was a soft one, and could not possibly occasion the injury which the shroff received.

His Worship imposed a fine of \$7., the alternative being seven days' imprisonment.

PICKPOCKETS AT THE RACES.

Light-fingered gentry are taking advantage of the numerous opportunities which offer for the carrying on of their nefarious trade at the races, and the daring rascals who mix with honest people's respect no class. Even the reputation of a pugilist is not sufficient to deter the pickpocket at Happy Valley, as "Kid" Marriott learned to his cost on Tuesday. While watching a race on one of the outer stands he was relieved of his watch, chain and a number of medals. A Chinese woman, who was also seized with the prevailing fever, discovered when a race had ended that her watch and chain had vanished.

A young Chinese, who recently arrived from Canton by the French steamer *Paul Esau*, was charged before Mr. Wood at the Magistracy yesterday with attempting to pick the pocket of a compatriot on the race course. The complainant alleged that the defendant cut his pocket, and extracted \$3.60. The hearing was adjourned until to-day.

TRAGEDY ON THE WATERFRONT.

CAPTAIN RECEIVES FATAL INJURIES.

A sad accident, resulting in the death of a well-known master mariner, occurred on the waterfront at West Point on Tuesday. In the afternoon of that day Captain John Smith, late master of the river steamer *Shun Lee*, paid a visit to some friends on board. At about seven o'clock, while he was on the upper deck, the telegraph signalled the "stand by" and the vessel proceeded to move out from the wharf. Captain Smith hastened below, and rushed to the gangway, only to find that this means of regaining the shore had been removed. There was nothing for it then, but to jump on to the wharf, and the distance was not great. But the Captain appears to have missed his footing, for he fell between the wharf and the ship, and in his fall collided with the guard of the vessel. The engines of the *Shun Lee* were promptly stopped, and the officers and crew of the *Hing Lee*, which was berthed on the opposite side of the wharf, who had witnessed the accident, hastened to the assistance of the injured man. He was pulled out of the water and taken on board the latter steamer, where every assistance was rendered. The injured captain, however, remained in a semi-conscious condition, and in this state he was subsequently removed to the Government Civil Hospital, where he expired at 7.30 a.m. yesterday morning.

As previously stated, Captain Smith was well-known along the waterfront, and was a popular character among seafarers. He has served on a large number of the river craft of Hongkong, on some vessels as master and on others as mate, and the news of his death will be learned with regret. He will be interred in the Happy Valley Cemetery this morning.

TELEGRAMS.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

PLAGUE IN THE NORTH.

PEKING, February 15th.

The Plague at Kuang-cheng-tze is still seething, and outbreaks are reported across the Russian and Korean borders.

There is a daily diminution in the mortality at Fuchien, where 32 deaths were reported yesterday.

Elsewhere conditions are improving, and the Government is not sparing expense in its efforts to stamp out the scourge.

The losses occasioned the railways by the suspension of traffic amount to 12,000 taels daily.

[REUTERS SERVICE TO THE "HONGKONG DAILY PRESS."]

UNITED STATES AND CANADIAN RECIPROCITY.

AN INTERESTING PROPHECY.

LONDON, February 15th.

The House of Representatives at Washington has passed the Canadian Reciprocity Bill by 200 votes to 92.

The papers state that Mr. Clark, the Speaker in the new Congress, in the course of the reciprocity debate, said he considered the agreement would be one of the strongest factors in the unity of the continent. The day was coming when the American flag would fly over the whole of North America, and Great Britain would one day gladly hand over Canada to the United States.

THE BRITISH PRINCES.

LONDON, February 15th.

The Prince of Wales and Prince Albert, who are suffering from measles, are doing well.

ARMS TRAFFIC AT MUSCAT.

LONDON, February 15th.

Replying to a question in the House of Commons, Mr. Montague, Under Secretary of State for India, said that France felt unable at the Brussels Conference to renounce the rights of unrestricted trade in arms at Muscat.

[FROM THE MANILA "CABLENEWS."]

THE U. S. HOUSE OF REPRESENTATIVES.

Washington, Feb. 10.

The House of Representatives yesterday passed the bill providing for the reapportionment of membership in that body under the new census. The total number according to the new bill will be 433.

[The membership of the House under the present apportionment consists of 391 representatives.]

ACCIDENT TO REAR ADMIRAL SCHLEY.

Washington, Feb. 10.

Rear Admiral Schley, retired, is in a serious condition as a result of a fall. Yesterday he slipped on the ice and fell, breaking three of his ribs.

THE SUFFRAGETTES.

A REVOLT AND DENUNCIATION.

Mrs. Billington Greig, one of the pioneers of the Women's Suffrage Movement, who suffered for her enthusiasm, has severed her connection with the militants. In the *New Age* she contributes a further denunciatory article regarding the riotous scenes which the forward action have provoked in their desire for self-advertisement, the lady declares:—

"The public loves a drama with lust and blood in it. The details of gory fights and fearful calamities are read with insatiable appetite and gloomy enjoyment in every corner of the land. Militancy invests the suffrage movement with the same morbid charm. The only drawback it has for the mob is that it is not bloody enough. At aviation meetings the mob must even if they fly to death. The suffrage demonstration would be more popular if a few people could be killed in them; but they cater successfully for the craving for thrills when there is no greater excitement going."

CANTON.

[FROM OUR OWN CORRESPONDENT.]

14th February.

TROUBLES OF A CIRCUS.

As before reported, Harman's Circus has arrived and the first performance was given on Sunday afternoon. Truly, the way of a circus proprietor is hard in this country. After much trouble with the authorities a fine site was allotted to the Circus on the New Bund, but at the eleventh hour those in charge were told that the site was not available as protection could not be guaranteed. The circus therefore pitched its tents on the opposite side of the river at the place known as Fu Tai. On Sunday a large number of persons (including many Europeans) went to see the show, but once in the tent where the wild beasts were exhibited they refused to leave, as they contended that the small fee they had paid to see the beasts entitled them to witness the equestrian and other performances in the adjoining pavilion. As the natives refused to budge, two huge elephants were taken into the tent and in less time than it takes to write it the tent was cleared. By this time about 2,000 people had assembled outside and commenced to show their resentment by stoning the tents. Many large pieces of stone tore through the canvas roofs and more than one European was hit. The police were sent for and a small body of men, absolutely inadequate to preserve order, was sent. Matters grew so serious that the management, to save further trouble admitted the crowd to the tents, but no performance was given in the evening. The next day it was stated that the Viceroy had issued proclamations forbidding the natives to patronize the show, and to-day I am told that orders have been issued by the authorities to the management that the tents are to be taken down. I have heard that behind all these troubles lies the everlasting question of "squeeze." An official who had received a handsome "consideration" for obtaining protection, &c., was a day or two after transferred. His successor at once demanded a similar "consideration," which was not given. Others of these parasites were also disappointed in not obtaining a squeeze, and so the whole show has evidently fallen under the ban of the authorities.

Moreover, the circus people have had to contend against the superstition of the people. Fine posters were stuck up in several prominent places and in nearly every case were soon after torn down. I went to the trouble to find out the reason, and found that during the Chinese first month to mention such an animal as a tiger, let alone to fix a picture of one on a wall, was sufficient to bring misfortune on the whole street, and this is implicitly believed by the great majority of the people. In one of the main streets of Honan I saw an excited old woman frantically tearing down one of these posters with a bamboo clothes-pole and telling an interested and sympathetic crowd that the tiger in the picture was looking right into her window and she was not going to put up with such evil influences. The longer one lives in this country the more one becomes cognizant of the blighting effect these depriving superstitions have on the people. No class is exempt from them. The official, the merchant, the student and the ordinary individual in the street are alike affected. The student, pulled up with a little superficial Western knowledge, scoffs at all kinds of "gods," but most religiously burns incense to the "tai chi" at the threshold who prevents evil spirits from entering the house. The highest in the land have the fear of the influence of "fung shui" continually before them, while the superstition of the women is beyond belief. Society is deceived and plundered by a host of priests, fortune-tellers, physiognomists, palmists, "na-moh sin shangs" and other charlatans whose name is legion, and until something is done to educate the minds of the people above such superstitious beliefs it is doubtful if the nation will make any considerable progress.

RIOT: US SOLDIERS.

It is not to be wondered at that the people here have little regard or respect for soldiers. Last week it was reported in this journal that some soldiers had nearly caused a serious riot at the Tung Kwan Theatre, and now an almost similar occurrence has taken place. The night before last four soldiers endeavoured to force their way into this theatre just before midnight without buying a ticket. The theatre attendants resisted them, and there was a great struggle, in the course of which one of the theatre employees was seriously wounded. The police came to the attendants' aid and the four soldiers were detained and handed over to a military control. It is to be hoped that these peace-breakers will be severely dealt with, for not only do they bring the Chinese army into disrepute, but their conduct is immensely dangerous, as such behaviour is, if not immediately checked, sufficient to cause serious riots and loss of life.

SMUGGLING SALT.

A remarkable story was told by a witness in a case in which three men were charged with smuggling salt. He said that a boat containing a large quantity of smuggled salt was towed up the river for a long distance by one of the Government launches which are used to patrol the river and that the commander of this boat had received a consideration for doing so. They were, however, overhauled by one of the large river cruisers, which, while allowing the launch to make off without any inconvenient enquiries, took the boat containing the salt to Canton, where the crews were arrested. The witness said that his age was only 16 and that he was not a party to these proceedings and asked to be discharged. The case has been remanded for further inquiries.

DEAR RICE.

The people are complaining very much about the high price of rice. A large portion of the grain consumed here comes down from the districts near Wuchow in Kwong Sai, and

to aid the people the charitable institutions have sent in a memorial to the Viceroy praying that for the present the like duties on rice coming from the sister province be taken off. It is also said that the landed gentry in Kwong Sai are endeavouring to advance the price of rice by holding on to their stores of grain and preventing its export. The Viceroy is requested to take action in this also.

MOVEMENTS OF OFFICIALS.

Li Ching Fau, the newly appointed Diplomatic Commissioner for Kwong Tung, arrived here in the S.S. *Kwong Tai* yesterday. After an interview with the Viceroy he took up his temporary abode in the Tai Fat Monastery until such time as his yamen is fit for his reception. The Commissioner's suite consists of over thirty persons.

A report is current that the Provincial Treasurer will soon tender his resignation, as he has fallen foul of the new Viceroy.

The acting director of the Yuet Hon Railway has lately come in for a good deal of journalistic criticism. When he took office he promised to perform the duties of his post without emolument, but it has transpired that he has received no less than thirty thousand taels for his services, that is, he has been paid at the rate of two thousand taels a month. The editors of the native Press took him severely to task for breaking his promise.

RICHSA FARES.

The people here are grumbling loudly at the extortionate charges made by richsa coolies on the Bund and at Sha' Ho, and are saying that it is high time that the police enforced a definite scale of fares. There are about four hundred of these men in Canton, mostly from Chiu Chau and Wai Chau, and they are a most impudent set of fellows. They frequently have disputes among themselves, and on more than one occasion serious affrays have occurred between them.

THE COTTON TRADE.

A SPELL OF PROSPERITY.

The long period of depression in the Lancashire cotton trade has come to an end. Business is now brisk; both spinners and manufacturers are busy, and seem likely before long to wipe off the losses they incurred during the last two years and to accumulate profits.

The great consuming markets abroad, like the home market, have been withholding orders as long as they could in the hope that there would be a decline in the price of the raw material and a consequent decline in the price of the manufactured goods. Their prolonged action has depleted stocks to the lowest possible limit. Now it has become necessary to distribute orders freely, and as the information available about the size of last season's crop in all parts of the world does not indicate that it is on a very large scale, it is felt that there will be no advantage in giving orders on a small scale, as there is no prospect of prices falling to any considerable extent. The consequence is that orders have been received which will keep the mills going at full speed for a considerable time at rates which are fairly remunerative.

Labour is in good demand. Secretaries to the Spinners' Trade Union in the numerous centres throughout South-East Lancashire report that there are few out-of-works in the district, those who are in this position being incapacitated for employment in one way or another. In the weaving districts, Burnley, Blackburn, Nelson, and other parts of North-East Lancashire, the demand for labour is even more keen than in the south-eastern district. Every available weaving shed and every available loom have been set to work, and there is employment for more operatives than can be found. Full advantage is being taken of the briskness of trade, but there are not wanting those who hold the opinion that at the present rate of consumption the stocks of cotton will not hold out until the next season's crop is available, and that there will be scarcity and ridiculously inflated prices for the raw material before September is reached.—*The Times*.

ENGLISH AND OYSTERS.

The *New York Times* has discovered a subject upon which English people are pitifully ignorant—oysters to wit—and in the course of a spicy editorial it reveals in the discovery as follows:—"We have no oysters to spare for Englishmen to scoff at. An Englishman does not know a real oyster when he tastes it. His idea of an oyster is a brown thing that tastes like copper. He calls a Lynahaven or a Cornish tasteful. A generation of experience would not cultivate in him the capacity to appreciate the best oyster in the world. He knows nothing of a stewed oyster or a roast, or a broil, or a blanketed oyster. He never heard of an oyster cocktail. He pays from 1d. to 3.75d. for the mollusc with the flavour of copper, and likes it. Because his ancestors liked it. Keep our oysters where they belong."

All this is approved of the proposal to export American oysters to England.

CHINESE IMMIGRATION INTO CANADA.

AUTHORITIES HOODWINKED.

The Collector of Customs at Vancouver, Mr. J. M. Dowell, giving evidence before the Royal Commission investigating Chinese immigration and opium smuggling at Vancouver, admitted that he and his officers were at the mercy of an interpreter in dealing with the arrivals, and that many Chinese stayaways had got into the country. No attempt, he said, had been made to trace passports carried by a large number of arriving Chinese who wished to enter as merchants.

NEW YORK AS A PORT.

The War Department at Washington recently referred to the New York Harbour Line Board the question of lengthening existing piers there, and in other ways of coping with the growing size of ships using the port. The Board was to hold a special meeting on the 25th ult., and at its request the Chamber of Commerce were to send several of its members to give evidence. There is no doubt, says a report, that it will recommend very important and extensive alterations in existing arrangements and accommodations. Several of the great liners already using the port are 7ft. to 8ft. longer than any of the piers, and this shortage will, of course, become more serious when the new White Star and Cunard giants start their sailings. Local shipping men, and business men generally, are repugnant to the New York shall maintain its reputation as the most go-ahead port in the world, even if it should be necessary to spend millions of dollars to that end.

Wednesday February 15th

EXCHANGE PLATE.—Value \$100. Presented by the bankers and exchange brokers of Hongkong. Second to receive \$250; and third \$100. For China ponies. Weight for ponies as per scale. Winners at this meeting one race 7 lb.; of two or more races 10 lb. T. Griffins allowed 5 lb. Subscription for Griffins of this season 1910-1911 allowed 10 lb. Entrance \$15. From the Two Mile Post Once Round and in.

2-	"	271	"	12	1,306.40
5-	"	120	"	10	653.20

UNPLACED PONIES.

Ticket No. 155 Pony No. 5 \$100.		M
" 483 " 9 100		M

GERMAN CUP.—Presented by the members of the Club Germania. Second to receive \$100; and Third \$100. For China ponies. Description Griffins of this season 1910-1911. Weight for inches as per scale. Entrance

Suxey's Royal Rose, 11st 4lb.	(Mr Burkhill)	1	M
John Peel's Discarded, 10st 12lb	(Mr Johnstone)	2	M
Marshall's Maple Tree, 10st 12lb	(Mr Vida)	0	M
Marshall's Clove Tree, 10st 12lb			M

1lb, 7lb allowance (Mr King)	3	room
Filox's Greyback, 10st 5lb, 5lbs		one
allowance (Mr Kremer)	0	he
ymru's Dylluan, 10st 11, 1lb over		

between the rivers you are up to your knees and constantly being tripped up by mud and creosots. It is beastly, but it brings nearer to the mountains. The wet season," he says, "is getting wetter and wetter."

Letter, dated Nov. 14, has been received

● **OUND VOLUMES** of the **HONGKONG WEEKLY PRESS**. January to June. With INDEX. Price \$7.50.
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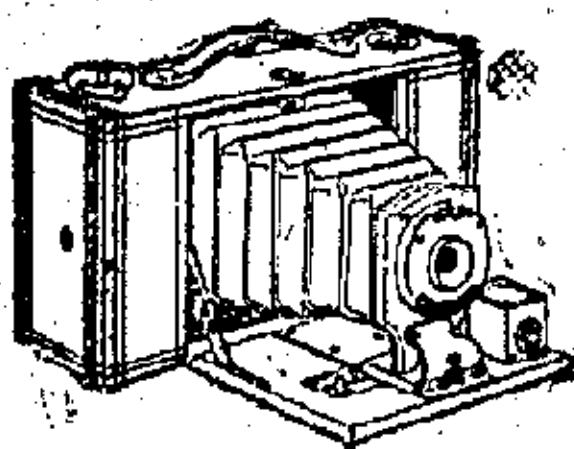


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HAS BRIDGE HAD ITS DAY?

(BY A BRIDGE PLAYER.)

Two years ago when "auction" began to find a firm footing in the card-rooms of certain London clubs it was prophesied that the new game would seal the doom of bridge. The prophets, however, omitted to mention that in sealing the doom of bridge, auction was preparing its own downfall.

Bridge had a successful career because it was genial, sociable, and easy-going, and contained just that spice of gambling so dear to the heart of most card-players. Auction lacks all those qualities except the last. It is a hectoring, bullying, and nerve-racking game with a strong tendency to degenerate into a downright gamble. Still, in spite of these defects there is a fascination about auction, and those who have once tasted its delights have no appetite left for the tamer fare of ordinary bridge. And this is where the trouble comes in. Many of those who deserted bridge for auction two years ago are now becoming heartily sick of their new plaything, and have nothing to put in its place. Bridge has grown insipid, poker is out of date, and baccarat is illegal as a club game.

BRIDGE IN THE CLUBS.

There is no census taken of bridge-players and whether their numbers are increasing or diminishing must be a matter of conjecture rather than of arithmetic. But there are some unmistakable signs that bridge is rapidly falling out of favour, and that its place as a national pastime has not been taken by auction.

With in the last twelve months three London bridge clubs have put up their shutters, and one or two others are in some degree of doubt. At one famous card club in the West End there are only a couple of rubbers in progress every evening, where four years ago there were a dozen. At the Portland Club, of course, play is as brisk as ever, but the Portland holds a unique position in clubland, and is no more an index of what is happening elsewhere, than is the M. C. C. member's list a proof of the success of county cricket.

RIVALRY OF THE MOTOR-CAR.

Private bridge seems to be losing its attractiveness just as much as club bridge. The same is no longer ubiquitous. Nowadays one can travel to a race meeting or to a regatta without finding the compartments of most of the railway carriages converted into impromptu card-rooms, while three or four years ago not even a punt in a backwater was free from the intrusion of a rubber. Country house visitors all tell the same story. At week-end parties bridge is still played, but it is no longer indispensable. Hosts and guests alike manage somehow to get through the interval between tea and dinner without the assistance of a pack of cards. And, most ominous sign of all, novelists now write stories in which none of the characters declares "No trumps" or says "That you, partner."

In the card-playing world one hears all sorts of explanations of the decline of bridge. The motor-car, roller skating, or even the wickedness of a Radical Government are variously suggested. The most plausible of these explanations is certainly the motor-car. One must be a card-playing fanatic to prefer the atmosphere of a card-room to an exhilarating afternoon in the open air. The advent of the motor-car has altered many of our social habits, bridge-playing among others. Still, when one remembers what an obsession bridge has become a few years back, the motor-car seems an inadequate explanation of the present emptiness of the card-room. After all, a good many people owned motor cars ten years ago and yet found time to play bridge.

There must be, as the lawyers say, some other contributory cause.

BAD MANNERS AT THE CARD TABLE.

So far as club bridge is concerned, one of the causes of its declining popularity is obvious enough. That code of good manners which was a tradition of whist began to deteriorate with the introduction of bridge and reached vanishing-point with auction. A scolding, nagging element has crept into bridge and gradually destroyed the genial and light-hearted spirit which in the early days made the game so welcome a relief from the portentious solemnity of whist. In every club there are to be found certain "professors," of both sexes, who have made it their mission to lecture their partners and opponents on the play of every hand. Admittance that it is exasperating to see a good hand mangled by sheer stupidity and the odd trick lost when the game is on the table, the payment of the club's subscription does not give any member, however fine a player he may be, the right to lecture his fellow-members. As a matter of fact, many of the "professors" are exceedingly indifferent players. Some of them are bullies pure and simple who vent their ill-humour at holding bad cards on the supposed delinquencies of their partners. The club committee in such cases are powerless. Nagging is not an offence which can be punished by expulsion. All they can do is to administer a word of warning to the offenders, who, after a few days' improvement, go back to their bad old ways. The vast majority of those who play bridge in clubs, especially "mixed" clubs, play mainly for amusement. The prospect of gain is only a secondary object with them. They derive no amusement from listening to professional advice and rebuke. The whole proceeding bores them, and after enduring it for a few months they resign their membership, or at any rate cease to use the club.

THE REVIVAL OF BACCARAT. When it was the fashion with certain well-meaning persons to denounce bridge as a gambling game it used to be urged in its defence that, so far from encouraging gambling, bridge had exercised a healthful moral influence in banishing baccarat. This was so far true that when first bridge became popular baccarat ceased to be played in private houses. But within the last two years baccarat and chemin de fer have been coming into favour again. Both games are, of course, rigidly barred in clubs, but private baccarat parties have, in many houses, both in London and the country, taken the place of the once inevitable rubber of bridge.

Will the once innumerable army of bridge-players remain content with baccarat, or will some new card game be invented with all the popular qualities of bridge? Enthusiasts who have played vint-a-Russien game, which is really the parent of both bridge and auction, tell us that it is the finest card game in existence, and that if it could be introduced into England it would attract more followers than bridge ever did, even in its most palmy days. There is no room here to describe the details of vint. It is assuredly a more spacious game than bridge, among other things, four honours in trumps scoring 2, 50 above the line!—Daily Mail.

ECONOMY.

The late ex-Governor Allen D. Candler, of Georgia, was famous in the south for his quaint humour. "Ex-Governor" Candler, said a Gainesville man, "once abandoned cigars for a pipe at the beginning of the year. He stuck to his resolve till the year's end. Then he was heard to say: 'I actual calculation I have saved, by smoking a pipe instead of cigars, this year, 208dols. But where is it?'"—Louisville Times.

LATE TELEGRAMS

[FROM SOUTHERN NEWSPAPERS.]

DUKE OF CONNAUGHT'S WELCOME HOME.

London, January 30th.

The Duke of Connaught made a triumphal progress from Clarence House to the Guildhall to-day. The procession included nearly a thousand distinguished personages, including the Lord Mayor and Corporation, the Duke and Duchess of Argyll, Mr. Asquith, the Members of the Cabinet, many ex-Ministers, the Speaker of the House of Commons, the Archbishop of Canterbury, Admirals, Generals, Lords, Members, Judges, representatives of the Church and commerce, Officers from Balmoral Castle, and many prominent South Africans.

The Lord Mayor received the Duke and Duchess of Connaught, Princess Patricia and Prince Arthur at the entrance. Their Highnesses were greeted with an ovation. The cortege proceeded to the Library, headed by the City Marshal and the trumpeters. The usual ceremony took place.

Their Royal Highnesses were presented with an address in a gold-casket with appropriate inscriptions in connection with the Union of South Africa.

The Duke, replying to the address, said it had given him great satisfaction to open the first Union Parliament. He also expressed his sincere gratification at the tour in South Africa. The results of the mission had received the King's warm and gracious approval. It was a genuine pleasure to know that his efforts had been so cordially appreciated by his fellow-citizens of London.

The procession re-formed and marched to the historic chamber. It was a regal scene, the eye being charmed with the soft brilliance, the chrysanthemums, and ferns, while one was further impressed by the group of British and South African flags on the dim wall.

At the banquet the Duke of Connaught, responding to the Lord Mayor's toast, said he was convinced that the inauguration of the Union marked an achievement in political and social regeneration which the future would recognise as unparalleled in the history of the civilized world. He would be sold and dull indeed who saw unmoved men gathered round the Throne who had so lately known the horrors of war. His friend, General Botha, in a true Imperial spirit, invited the representatives of the sister Dominions. He consequently enjoyed the additional pleasure of meeting Mr. Fisher, Mr. Le Maitre, an eloquent statesman from Canada, with which country it would soon be his pride to be closely associated—and also the representatives of New Zealand.

Mr. Lewis Harecourt proposed "The Union of South Africa" and laid emphasis on the lasting and loving effect of the tour.

ATTEMPTED FLIGHT FROM FLORIDA TO CUBA.

London, January 30th.

The aviator, McCurdy, set out on an aeroplane from Key West (Florida) to Havana (Cuba). The aeroplane was fitted with pontoons. Ten miles from Havana Mr. McCurdy fell into the sea, but was saved.

THE "S" MURDER.

London, January 30th.

The coroner's jury has returned a verdict of murder against the man Stinie Morrison, who was charged with being concerned in the Clapham "S" murder.

CORONATION POLO.

London, January 30th.

The Ranleigh Club is offering a Coronation Cup worth £250, with four souvenir cups, will be competed for at Ranleigh by leading polo teams from Great Britain, India, and the Colonies.

The contests, which are under the immediate patronage of the King, will start on July 15th, and will be held annually.

THE DESERT TO BLOSSOM AS THE ROSE.

London, January 30th.

Sir John Jackson has received the contract for the construction of a great dam on the Hindia (Hiti) branch of the Ruprathas. The work will cost several millions and will permit of the irrigation of an enormous area.

GALAPAGOS ISLANDS.

London, January 30th.

Owing to the opposition of the people, manifested by rioting, the Government of Ecuador has abandoned the negotiations for a lease of the Galapagos Islands to the United States.

PRUSSIA AND THE VATICAN.

Berlin, January 30th.

Relations between Prussia and the Vatican are much strained. Kaiser's birthday, in Rome, declared that the religious peace of Germany appeared to be threatened by the attitude of the Vatican. The trouble appears to be due to the exaction of the anti-Modernist oath from the clergy. At the instance of Prussia the Vatican exempted Catholic Professors of Theology in the Universities; but the Pope has since written a letter to the Archbishop of Cologne hoping that those allowed to dispense with the oath will be the first to take it in order to prove their many character.

The letter has exasperated the Protestant Press.

THE HOPE DIAMOND GOES TO AMERICA.

Washington, January 30th.

A millionaire, Mr. Edward McLean, has bought the Hope diamond from Messrs. Cartier Brothers, of Paris, for \$600,000.

WHARF LABOURERS' STRIKE IN MELBOURNE.

Melbourne, January 30th.

The wharf labourers have been struck on a question of wages. Inter-state shipping is paralysed.

DEATH OF MR. KIPPLING'S Y. THEE.

London, January 30th.

The Times announces the death of Mr. J. Lookwood Kipling, father of Mr. Rudyard Kipling, at Tibbury, Wiltshire.

FORMING THE NEW BRITISH MINISTRY.

London, January 21st.

Mr. F. D. Acland, M.P., has been re-appointed Financial Secretary to the War Office.

THE FEATHERWEIGHT CHAMPIONSHIP.

London, January 31st.

At the National Sporting Club Jim Driscoll, of Cardiff, defeated Spike Robson, of Shields, in the seventh round, retaining the Lonsdale belt and the featherweight championship.

BETTER UNDERSTANDING WITH GERMANY.

London, January 31st.

The Right Hon. Herbert Samuel, speaking at a dinner of the International Association of Journalists, urged the Press to seize every opportunity to promote the growing goodwill between England and Germany. "No object," he said, "was dearer to the heart of the Government than a permanent improvement in Anglo-German relations."

A WOMAN'S TRIBUTE

TO THE VALUE OF DR. MORSE'S
INDIAN ROOT PILLS WHICH
ENSURE

PERFECT HEALTH, RICH BLOOD, CLEAR COMPLEXION, SWEET BREATH and regularity in all the functions.

Mrs. E. DE LAFOURNAINE writes to us as follows:—

Gentlemen,—I have for some time been an admirer of Dr. Morse's Indian Root Pills.

Since I began to use them I have had excellent health; I have kept myself regular and strong by their use. The South China climate is at all times particularly trying to ladies, but your pills give tone and vigour and overcome these troubles. I always recommend them to my friends as a safe and reliable corrective and promoter of regularity.

I am, dear Sir,

Yours very truly,

Mrs. E. DE LAFOURNAINE.

The remarkable power of Dr. Morse's Indian Root Pills to overcome female ailments and restore health to sick and delicate women is well and widely known. They are a perfect blood purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headache, Blotches, Liver and Kidney troubles and all irregularities.

For Sale by all Druggists, Chemists and Medicine Dealers.

WATKINS, LTD.,

Wholesale and Retail Agents,

Hongkong.

[1313]

THE MELBOURNE WHARF STRIKE ENDS.

Melbourne, January 31st.

The wharf labourers have decided to resume work.

THE FUTURE OF EAST AFRICA AND UGANDA.

London, January 31st.

Sir Edward Grey, K.C.M.G., D.S.O., R.E., Governor and Commander-in-Chief of East Africa speaking at a dinner of the London Chamber of Commerce, said that he desired to impress on the merchants of London the great opportunities offered by East Africa. The Empire never made a better bargain than the building of the Uganda railway. He urged the desirability of building factories to the trailing instincts of the natives were surprising. He could not recall a case of native aggression during the past three years.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st February—

CITY AND HILL DISTRICT WATER WORKS.

LEVEL.	1910.	1911.
Below overflow. Below overflow.		
Tytam	18 ft. 11 in.	19 ft. 6 1/2 in.
Tytam Byewash	26 ft. 5 in.	27 ft. 10 1/2 in.
Below overflow.		
Tytam Interm.	0 ft. 11 1/2 in.	3 ft. 9 in.
Below overflow.		
Pokfulum	9 ft. 10 in.	28 ft. 9 1/2 in.
Wong-nai-chung	39 ft. 4 1/2 in.	34 ft. 11 in.

STORAGE GALLONS.	1909.	1910.
Tytam	243,350,000	239,270,000
Tytam Byewash	352,000	27,000
Tytam Interm.	201,384,000	175,320,000
Pokfulum	44,660,000	9,675,000
Wong-nai-chung	852,000	2,017,000
Total	490,598,000	426,309,000

CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF JANUARY.

1909.	1910.
Consumption 138,939,000	113,474,000 gallons
Estimated population ..	290,760
Consumption per head per day ..	21.4
Constant supply during January, 1910.	17.3 gallons
Intermittent supply by Rider main during January, 1911.	

KOWLOON WATER WORKS.

LEVEL.	1910.	1911.
Below overflow. Below overflow.		
Kowloon Gravitation Reservoir	13 ft. 2 in.	9 ft. 0 in.
STORAGE GALLONS.		
1910.	1911.	
Kowloon Gravitation Reservoir	229,350,000	265,300,000

CONSUMPTION OF WATER IN KOWLOON DURING THE MONTH OF JANUARY.

1909.	1910.
Consumption ...	23,660,000
Estimated population ..	90,000
Consumption per head per day ..	8.4
The Government Analyst reports that the water is of excellent quality.	

W. CHATHAM, Water Authority.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE
AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

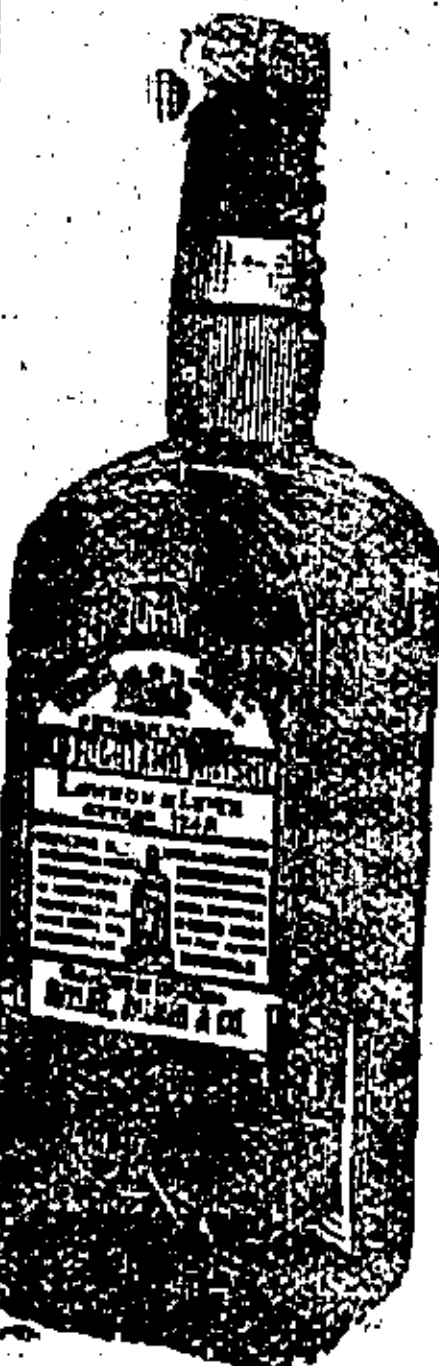
ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (FROM 1900), and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office or Local Booksellers.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



UNVARIABLE FOR THE SAME TO-DAY AS IN 1745. 150 YEARS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.
and from ALL WINE MERCHANTS. [56]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 16th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 14th February, 1911. [325]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI

SADE IN ROMA.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA," having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Portable Goods to be taken delivery of immediately.

All claims must be sent to the Office of the undersigned before Noon on the 19th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M. No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 9th February, 1911. [4]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"CARNARVONSHIRE," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 20th inst., 6 P.M., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on MONDAY, 20th inst., at 10 A.M. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 14th February, 1911. [326]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

FINANCE IN 1911.

SIR EDGAR SPEYER'S HOPEFUL PREDICTIONS.

Sir Edgar Speyer is one of the sphinxes of the financial world. He has just departed, however, from his usual reserve by contributing a notable article to the *Toronto Globe* on the "World Commerce in 1911."

"The year that has drawn to a close, in the words of the Prime Minister, has been 'one of the years of the world's financial history' (he says) an 'annus mirabilis' from more points of view than one. It certainly has been remarkable as regards Great Britain's trade."

"British trade has reached new record figures, and the investment of British capital all over the world has been very large. Canada has come in with a good share. I see no reason why the same process should not continue in 1911—in fact, I believe that the prosperity of the trade of Great Britain will continue to do in the coming year."

"There is a very close connection between capital investments and trade. Capital exported in various forms acts like a fertiliser, and from it springs the crop of active trade at home. If we were prosperous at home, and not too extravagant, we have money to send abroad to help to develop the latent wealth of the world and benefit our own industries. This is what Great Britain has been doing, and what I fully expect Great Britain will continue to do in the coming year."

COLOSSAL FIGURES.

"In the past year the amount of capital publicly subscribed in London for other countries has reached the unprecedented figure of £188,000,000. It is true that a portion of this large sum has been subscribed by continental investors. Nevertheless, the net sum supplied by British investors for the colonies and other countries has reached the vast sum of upwards of £150,000,000 sterling."

"Canada has received a lion's share of this large amount. In 1910 the amount of capital publicly subscribed in London for Canada has been about £51,000,000, and beyond this amount large sums have been privately invested in the country, so that the total amount of capital which Great Britain has sent to Canada in that year cannot be much short of (if, indeed, it does not exceed) £40,000,000."

TWO GOVERNING FACTORS.

"As regards the outlook for 1911, all the conditions are favourable to active trade, and it is probable that the world's commerce will exceed all previous totals. Again, Canada is likely to enjoy her full share of the universal prosperity. The factors mainly responsible for the existing favourable outlook are good credit and the large gold production."

"Good credit is responsible for the willingness of the lending countries, more especially Great Britain, to place capital wherever it can be profitably and safely employed. It will be recalled that the great depression in trade in the nineties, which was felt so severely by many countries, Canada not excluded, arose from the dislocation into which the borrowing countries had fallen."

"But a great improvement has taken place in that respect, Sir Edgar points out, in recent years."

"As regards the gold production, the output had risen from £24,000,000 in 1890 to £92,000,000 in 1909, and for 1910 it would probably exceed that figure. This great gold supply enabled practically every country which needed gold to obtain as much as it required."

OUTLOOK IN AMERICA.

"The only great country which at the moment seemed to need gold was the United States. Fortunately, the expected stringency of money there had been averted by the timely action of the bankers last summer in checking the increase in their loans, and thus causing trade to ease up a little. The slight check to trade would, in all probability, not be of long duration."

"At the moment it was hoped down imports and stimulating exports, and with a larger balance of exports over imports, and with a further influx of European capital, the States should be able to import a great deal of gold, and it certainly looked as if there were plenty of gold available for that purpose."

"The prosperity of most of the borrowing countries, which enabled them to import gold freely during the last two years is now inducing them to spend money much more freely, and they are importing produce instead of gold. Consequently, the countries which absorbed so large a portion of the world's gold supplies would probably not do so this year and, consequently, there should be a large balance available for other nations, especially the United States."

LATEST STEAMER MOVEMENTS.

The Philippines Co. str. *Rubi* left Manila on the 14th instant afternoon, and is due here on or about the 17th instant, at daylight.

The Indo-China str. *Pausanias* left Calcutta for the Straits and Hongkong on the 9th inst., and is due here on or about the 25th inst.

The G.P.R. Co.'s str. *Empress of India* arrived at Shanghai at midnight on the 13th instant, and left again at 8 p.m. next day for Nagasaki, where she is due to arrive at 6 a.m. on the 16th inst.

The Silk ex R.M.S. str. *Empress of China*, which left here on the 14th ult., arrived at New York on the 12th inst.

The P.M.S.S. Co.'s str. *Korea* from San Francisco left Yokohama on the 15th inst., en route to Hongkong, and is due to arrive at this port on the 28th inst.

The Bank Line str. *Hallamshire* sailed from Vancouver, B.C., for Moji on the 10th instant, and is due to arrive there on or about the 2nd prox.

The Bank Line str. *Aymore* sailed from Kobe for Moji on the 15th inst., and is due to arrive there on the 16th inst.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1910, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE... "YEDDO" Middle of February.
For Freight and Further Particulars, apply to
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
Hongkong, 3rd January, 1911.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE... "TRANQUEBAR" About 25th February.

For further Particulars apply to

MELOHRS & CO.,

(Hongkong, 2nd February, 1911.)



PHILIPPINES S.S. CO.

MANILA CARNIVAL.

Special reduced fare of \$50 to Manila and return (No Head Tax) Sailing on 20th February.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE
RUBI 4000 S. Crosby Manila, Cebu & Iloilo On 20th Feb., 4 p.m.
ZAFIRO 4000 H. Mainland Manila, Cebu & Iloilo On 20th Feb., 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & Co., General Managers, PHILIPPINES S.S. Co.

BARCLAY, PERKINS' FAMOUS LONDON STOUT.



The Leading Brand

in ENGLAND.

The best that can

be obtained.

SOLD EVERYWHERE.

SOLE AGENTS FOR CHINA:

DADY BURJOR & Co.

Wholesale Wine & Spirit Merchants.

SHIPPING IN PORT.

AMERICA MARU, Japanese str., A. G. Stevens, 9th Feb.—Shanghai 6th Feb. Mails and General—Toyo Kisen Kaisha.
AMIGO, German str., 822, W. Langewieser, 15th Feb.—Pakhoi and Hoihow 7th Feb. General—Jensen & Co.
ANGON, German str., 1001, Hinkwitz, 14th Feb.—Saigon 8th Feb. Rice—Butterfield & Swire.
ANNU, British str., 1355, J. B. Harris, 12th Feb.—Shanghai 9th Feb. Mail and General—Butterfield & Swire.
BOONDO, German str., 1344, F. Sembill, 14th Feb.—Sundakan 8th Feb. General—Melchers & Co.
BRAND, Norwegian str., 1234, Trossen, 26th Jan.—Shanghai 22nd Jan. Sandalwood—Aagaard, Thoresen & Co.
CARL DIEDERICHSEN, German str., 774, Chr. Jurgensen, 13th Feb.—Haiphong and Hoihow 11th Feb. General—Jensen & Co.
CATHERINE APCAR, British str., S. C. Townsend, 14th Feb.—Singapore 7th Feb. General—David Sassoon & Co.
CHEONGHONG, British str., 1265, V. M. Liddell, 5th Feb.—Svatow 4th Feb. General—Jardine, Matheson & Co.
CHINKANG, British str., 1250, W. Fr. Kay, 11th Feb.—Chingwangtao 5th Feb. Coal—Butterfield & Swire.
CHITSHING, British str., 1199, F. Mooney, 14th Feb.—Kwangyoo 12th Feb. General—Jardine, Matheson & Co.
CHUYEN, Chinese str., 1177, Stewart, 14th Feb.—Shanghai 11th Feb. General—C. M. S. N. Co.
CHUNHANG, British str., 1418, R. Y. Andersen, 31st Jan.—Kwangyoo 29th Jan. Cement Stone—Jardine, Matheson & Co.
CHOSHYU MARU, Japanese str., 1803, T. Yamaguchi, 12th Feb.—Svatow 11th Feb. General—Osaka Shosen Kaisha.
CHOWTAT, German str., 1115, W. Rozer, 5th Feb.—Bangkok 29th January, General—Butterfield & Swire.
COWLEY, British str., 1355, Jackson, 20th Jan.—Shanghai 16th Jan. Ballast—Asiatic Petroleum & Co.

DERWENT, British str., 1562, J. Jenkins, 2nd Feb.—Saigon 29th Jan. Rice—Man Fat.
FOOSHING, British str., 1425, W. D. Welsh, 14th Feb.—Sundakan 2nd Feb. Sugar—Jardine, Matheson & Co.
FUKURA MARU, Japanese str., 1339, S. Kuma-waki, 8th Feb.—Moji 2nd Feb. Coal—Mitsui Bishi Goshi Kaisha.
HATIAN, British str., 1183, J. W. Evans, 4th Feb.—Svatow 3rd Feb. General—Douglas, Lapraik & Co.
HELLAS, German str., 2450, S. Sch. 12th Feb.—Shanghai 8th Feb. General—Hamburg-Amerika Linie.
HILARY, German str., 1276, Hatje, 1st Feb.—Balik Papan 24th January, General—Order.
HOLSTEIN, German str., 1103, D. Hank, 9th Feb.—Tonsa 7th Feb. Coal and General—Jensen & Co.
HOPKINS, British str., 1356, J. M. Hay, 13th Feb.—Saigon 8th Feb. Rice and General—Jardine, Matheson & Co.
JAPAN, British str., 3827, Stewart, 9th Feb.—Moji 4th Feb. Coal—David Sassoon & Co., Ltd.
KALANG, British str., 1443, D. R. Davis, 13th Feb.—Chefoo and Weihaiwei 7th Feb. General—Butterfield & Swire.
KASHING, British str., 1143, Lovers, 31st Jan.—Chefoo 24th Jan. General—Butterfield & Swire.
KIYO MARU, Japanese str., 5755, H. Nishi, 9th Feb.—Moji 4th Feb. Coal and General—Toyo Kisen Kaisha.
KOROSHAWA, German str., 1234, Rosiefsky, 7th Feb.—Bangkok and Svatow 6th Feb. Rice—Butterfield & Swire.
KUMANO MARU, Jap. str., 3147, M. Winckler, 14th Feb.—Yokohama 4th Feb. General—Nippon Yusen Kaisha.
KOMBERG, British str., 4006, McGill, 5th Feb.—Manila 2nd Feb. General—Bank Line, Ltd.
KWANGHAI, Chinese str., 1556, E. H. Pratt, 10th Feb.—Shanghai 7th Feb. General—C. M. S. N. Co.
KWEILIN, British str., 1073, C. D. Pickett, 8th Feb.—Wakamatsu 2nd Feb. Coal—Butterfield & Swire.
PERSIA, British str., 2744, A. Lockett, 16th Jan.—Manzanillo and Mexico 20th Dec. General—Eng Hook Fong Sze & Co.
PHRAN NG, German str., 1201, Fr. von Mangoldt, 4th Feb.—Bangkok and Svatow 3rd Feb. Rice—Butterfield & Swire.
PONGTONG, German str., 1150, W. Botsfuh, 31st Jan.—Saigon 28th January, Rice—Order.
PROSPER, Norwegian str., 927, K. Larsen, 13th Feb.—Tamsui 12th Feb. Salt—Aagaard, Thoresen & Co.
PROTHUR, Norwegian str., 1027, H. E. Lowson, 10th Feb.—Java 29th Dec. Sugar—C. J. J. Co.
PRONTO, Norwegian str., 838, Th. Seeborg, 5th Feb.—Dalay 29th Jan. Bean—Yuen Wo Loong.
SAMSEN, British str., 1000, W. B. Brown, 2nd Feb.—Chinking 28th Jan. Groundnuts—Butterfield & Swire.
SIAL, German str., 155, G. Wolters, 6th Feb.—New Guinea 20th January, General—Melchers & Co.
SUNGKANG, British str., 987, H. Hards, 14th Feb.—Manila 10th Feb. Hemp and Sugar—Butterfield & Swire.
TAOMU, V.M.S. Japanese str., 3830, H. Yamamoto, 13th Feb.—Manila 11th Feb. General—Osaka Shosen Kaisha.
TAMON MARU, Japanese str., 2120, Nakayama, 9th Feb.—Milke 3rd Feb. Coal—Mitsui Bussan Kaisha.
TENYO MARU, Japanese str., 7265, E. Bent, 14th Feb.—San Francisco 13th Jan. Mails and General—Toyo Kisen Kaisha.
TIENSIN, British str., 1227, Troubridge, 11th Feb.—Wakamatsu 6th Feb. Coal—Mitsui Bussan Kaisha.
TUBODAR, Dutch str., 8000, P. Zwart, 11th Feb.—Moji 4th Feb. General—Java-China Japan Line.
TUNGAT, German str., 1072, E. Bucking, 10th Feb.—Rauk 8th Jan. Yiu Anglin 2nd Feb. Rice—Butterfield & Swire.
TUNGWA, Norwegian str., 1039, C. L. Halvorsen, 4th Feb.—Dalay 30th Jan. Bean—Hamburg-Amerika Linie.
WINGONG, British str., 2329, T. Lishman, 14th Feb.—Wahu 9th February, Rice—Jardine, Matheson & Co.
WYAT CASTLE, British str., 2717, Wm. Lightoller, 31st Jan.—New York, Kerosene Oil Standard Oil Co.
WYU, British str., 1227, J. Meathrel, 2nd Feb.—Chinking 29th Jan. Groundnuts—Butterfield & Swire.
YINGKOW, British str., 1267, Frazier, 31st Jan.—Amoy 30th Jan. Ballast—Butterfield & Swire.
YUENHANG, British str., 1128, P. H. Rolfe, 14th Feb.—Manila 11th February, General—Jardine, Matheson & Co.

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, VIA MOJI, KOBE, & YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP TONS CAPTAIN TO SAIL
"HENRIK IBSEN" 4578 Chr. Smith On 27th February.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

King's Building (Opposite Blake Pier).

FRED J. HALTON, AGENT.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STEAMSHIP TONS TO SAIL
NAPLES, GENOA, ALGIERS, "PRINZ EITEL FRIEDRICH" (Wed. day, 22nd Feb. at Noon)
GIBRALTAR, SOUTHAMPTON, Capt. E. MALCHOW, 16,000
ANTWERP & HAMBURG
SHANGHAI, NAGASAKI, KOBE, "PRINZESS ALICE," 20,300 { 22nd Feb. at Noon
& YOKOHAMA Capt. P. GROSCH
MANILA, YAP, ANGOUR, MARONN, "PRINZ SIGISMUND," 6,000 { Saturday, 25th Feb. at Dlight
NEW GUINEA, BRISBANE, Capt. F. SEMILL
SYDNEY & MELBOURNE "BORNEO" 5,050 { End of Feb.
KUDAT & SANADAKAN Capt. H. REGENBERG
KOBE & YOKOHAMA "COBLENZ," 6,750 { About 7th March.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.
For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 10th February, 1911.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

"PRINZESS ALICE" - 20,300 - ON MARCH 22ND.
Capt. P. GROSCH.
"LUETZOW" - 17,300 - ON APRIL 5TH.
Capt. B. WILHELM.
"KLEIST" - 17,000 - ON APRIL 19TH.
Capt. O. PAHNKE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.
Early booking recommended.
For Particulars, apply to

MELCHERS & Co.,

GENERAL AGENTS.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to	Leave	Connecting Steamers	Due	Due
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
		MARSEILLES & LONDON	3 days earlier	1 day later
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	MALWA	11000	March 18
ASSAYE	7500	MACEDONIA 10500	April 1	March 24
MARMORA	10500	(Through Steamer)	April 15	April 21
DEVANHA	8000	calling at Bombay	April 29	April 29
DELHI	8000	MOLDAVIA 10000	May 13	May 19
ASSAYE	7500	MONGOLIA 10000	May 27	June 2
DELTA	8000	MOREA 11000	June 10	June 16
		MOOLTAN 10000		

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE £105.14 RETURN.

2nd SALOON £40.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERME DAITE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
	HONGKONG	LONDON
* SYRIA	about	about
* NORE	8 March	24
* PALAVAN	2 May	9
* BOERNEO	5 May	22
* SICILIA	19 June	5
* SUMATRA	31 July	17
* NILE	14 July	31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON (Including Surtax):
1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd SALOON £33.0 £57.4

Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

1002]

E. A. HEWETT, SUPERINTENDENT.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. A. Ambrosoli
Mr. J. I. Andrew
Mr. and Mrs. J. H. Backhouse
Capt. W. Baddley
Mr. and Mrs. T. H. Batewell
Mr. and Mrs. F. C. Bayham
Mr. and Mrs. W. H. Barham
Mr. C. G. Bartlett
Mr. E. S. Bartlett
Mr. E. A. Beaumont
Mr. H. O. Beatty
Mr. L. Beckingsale
Mr. J. Bentley
Capt. A. H. Best
Mr. G. O. Blacker
Mr. and Mrs. N. F. Blackwell
Mr. J. W. C. Bonnar
Mr. G. Brambila
Miss Brambila
Mr. E. L. Brown
Mr. F. L. Brown
Mr. Buchanan
Mr. W. C. Bunker
Mr. A. L. Campbell
Mr. P. T. Childers
Mr. W. E. Clarke
Mr. A. S. Cobden
Mr. E. H. Colleyshaw
Miss N. Compton
Mr. H. L. Condon
Mr. J. H. Conley
Mr. H. A. Cook
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Mr. Frank Davis
Mr. W. C. Drew
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Mr. and Mrs. E. Edgar
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Mr. E. Ehrhardt
Mr. S. Feldstein
Mr. W. N. Finlayson
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Mrs. G. H. Fisher
Capt. W. Francis
Miss A. M. Frisland
Mr. and Mrs. Fry & infant
Mr. W. J. Galbraith
Mr. and Mrs. E. C. Goodman
Mr. V. Goodbourn
Mrs. J. Gould
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Mr. D. Haas
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Mr. E. Hall
Capt. T. P. Hall
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Mr. H. A. Harwell
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Mr. C. M. Jack
Mr. Jackson
Mr. E. C. Julien
Mr. K. Kawai
Dr. and Mrs. Kelly
Mr. A. Kopp
Mr. A. H. Krimanek
Mr. and Mrs. W. D. Kraft
Mr. G. M. Lack
Col. Lankeshin
Capt. H. E. Laver
Mr. and Mrs. H. D. Law
Miss M. Leonard
Mr. J. H. Little

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Mr. H. Hoffman
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Mr. H. H. Hobson
Dr. Hockeschur
Surgeon A. H. Jeremy
Mr. L. King
Mr. C. Leago
Mr. John Lennox

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Miss E. Honsen
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Dr. F. Keyt
Mr. T. A. Kidward
Capt. C. T. Knaggo
Mr. and Mrs. Knight
and family

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Mr. and Mrs. Lucas
Mr. R. MacGregor
Mr. C. D. Main
Mr. J. E. Mallay
Mr. A. S. Marshall
Mr. V. E. T. D. Marney
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Mr. Jas. Martin
Mr. P. Mason
Miss K. A. Massey
Miss McBride
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Mr. J. Moriacki
Mr. J. Miller
Miss E. Morrison
Mr. E. Mortimer
Mr. A. B. Moulder
Mr. A. S. Murray
Mr. M. F. Murray
Mr. L. L. Muskhin
Mr. P. L. Neumann
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Mr. and Mrs. E. D. Northcombe
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Mr. and Mrs. A. Potter
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Mr. T. M. R. R. R. R.
Mr. J. V. T. Pritchard
Capt. C. W. Puckett
Mr. E. R. Ray
Mr. R. Rees
Mr. and Mrs. Van Rees,
nurse & child
Mr. R. Reys
Miss P. Robinson
Mr. and Mrs. Rogers
Mr. C. H. Rose
Mr. H. Rowton
Mr. P. Seabrook
Mr. E. W. Schroeder
Mr. C. E. Scott
Mr. V. H. Shimada
Mr. Shioishi
Mr. and Mrs. S. S. S.
and child
Mr. Arthur Shingay
Mr. and Mrs. P. O. Smolt
and child
Mr. H. H. Spelman
Dr. and Mrs. A. D. Spalding
Mr. J. Spittles
Miss A. Square
Mr. and Mrs. O. S. Stainer
Mr. J. C. Stean
Mr. J. Stubbs
Miss Stuebel
Miss Stuebel
Mr. H. Templeton
Mr. L. F. Thomas
Mr.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 17th Feb.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 18th Feb.	See Special of Call.
LONDON and ANTWERP	CANDIA	About 22nd Feb.	Freight only
VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	Capt. W. R. Hickey	Feb.	
SHANGHAI, MOJI, KOBE, FALAWAN, and YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 24th Feb.	Freight and Passage.
LONDON and ANTWERP	SYRIA	About 8th Mar.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	Capt. D. C. Gregor, R.N.R.	Mar.	

For Further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 16th February, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 16th Feb., 4 P.M.
AMOI and CHINKIANG	"KALGAN"	On 16th Feb., 4 P.M.
SHANGHAI	"CHENAN"	On 18th Feb., 11 P.M.
MANILA and SYDNEY	"TAIYUAN"	On 21st Feb., 4 P.M.
MANILA, ILOILO and CEBU	"TAMING"	On 21st Feb., 4 P.M.
SHANGHAI	"LINAN"	On 23rd Feb., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 24th Feb., 4 P.M.
SHANGHAI	"CHINHUA"	On 25th Feb., 11 P.M.
MANILA, ILOILO and CEBU	"TEAN"	On 28th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL 21st to 28th February. Special Reduced Rate, \$50 Return.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36
For Freight or Passage apply to—
HONGKONG, 16th February, 1911

BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:	
S.S. PREUSSEN	27th Feb.
S.S. RHEINFELS	12th March
S.S. SENEGAMBIA	22nd March
S.S. SUEVA	7th April
S.S. BAYERN	20th April
S.S. ARABIA	3rd May

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 15th February, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOOCHOW AND RETURN.

Occupying 9 to 10 Days.

STEAMERS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 17th Feb., at 11 A.M.
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 21st Feb., at 1 A.M.
"HAIHING"	Capt. W. O. Passmore	FRIDAY, 24th Feb., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIYAN"	Capt. J. W. Evans	THURSDAY, 16th Feb., at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th February, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Saturday, 18th Feb., 2 P.M.
SHANGHAI	"WOSANG"	Monday, 20th Feb., 11 P.M.
TIENTSIN	"CHEONGSHING"	Friday, 24th Feb., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMANG"	Saturday, 25th Feb., Noon.
MANILA	"LOONGSANG"	Saturday, 25th Feb., Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY, 21st to 28th 1911.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from Date of issue. Passengers taking these Tickets are exempt from the Head Tax.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chaochow, Tientsin and Nowohwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

Hongkong, 16th February, 1911.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	WAKASA MARU Capt. N. Nielsen	7,000	SUNDAY, 26th February.
VICTORIA B.C. and SEATTLE	KITANO MARU Capt. E. Cope	9,000	WEDNESDAY, 1st March, at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	IYO MARU Capt. E. Takeda	7,000	WEDNESDAY, 15th March, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAMAKURA MARU Capt. J. Nagao	7,000	SATURDAY, 25th Mar., from Kona
KOBE and YOKOHAMA	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 28th Feb., at Noon
BOMBAY via SINGAPORE, and COLOMBO	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 28th Feb., at Noon
SHANGHAI, MOJI, and KOBE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 17th Feb., at Noon
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 17th Mar., at Noon
	HIRANO MARU Capt. H. Fraser	9,000	THURSDAY, 16th Feb., at 11 A.M.
	COLOMBO MARU Capt. E. Combes	5,000	TUESDAY, 28th February.
	CEYLON MARU Capt. Fred. Pyne	6,000	MONDAY, 6th March.
	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 15th Mar., at Noon

† Omitting Penang and Calling at Genoa.
‡ Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

TO MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class	Y. 550.00
KITANO	9000	1st Mar.	2nd Class	R. 825.00
IYO	7000	15th "	2nd Class	R. 360.00
HIRANO	9000	29th "	1st Class	R. 540.00
TANGO	8000	12th April	old str. 1st Class	R. 500.00
KAMO	9000	26th "	2nd Class	R. 750.00
AKI	7000	10th May	2nd Class	R. 330.00
MISHIMA	9000	24th "	2nd Class	R. 495.00
Steamers.	Tons.	Leave H.K.	To Pacific Coast Common Points:	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	1st Class	S. 230
INABA	7000	28th Mar.	2nd Class	S. 221
TAMBA	7000	25th April.	To London via New York: 1st Class	S. 260
AWA	7000	23rd May.	via St. Lawrence: 1st Class	S. 259

For further information as to Freight, Passage, Sailings, &c., apply at
14-40. T. KUSUMOTO, MANAGER.

U. S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
KOREA	18,000	FRIDAY, 10th March, at 1 P.M.
SIBERIA	18,000	FRIDAY, 24th March, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 8th April, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 10th March, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA	9,000 Tons	FRIDAY, 3rd March, at 1 P.M.
CHINA	10,200 Tons	FRIDAY, 31st March, at 1 P.M.
ASIA	9,500 Tons	SATURDAY, 1st April, at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 31st March, at 1 P.M.

On the Fine MAIL Steamers, ASIA and CHINA, FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON: via Canadian Atlantic Ports. \$43.
via New York " " \$25.

HONGKONG TO SAN FRANCISCO " " " " \$25.
Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HATTON, AGENT.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES—and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF INDIA EXHIBITION at ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION of 1911.

Head Office for the Far East:—
16, DES VOGUES ROAD, HONGKONG.

Japan Office
32, WATER STREET YOKOHAMA

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
* AMERICA MARU	11,000	A. G. Storvick	FRIDAY, Feb. 17th, 1 P.M.
* TENYO MARU	21,000	E. Bent	FRIDAY, Feb. 24th, 1 P.M.
* NIPPON MARU	11,000	H. S. Smith	FRIDAY, Mar. 17th, 1 P.M.
* CHIYO MARU	21,000	W. W. Greene	FRIDAY, April, 14th, 1 P.M.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.
THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th February, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
KIYO MARU	17,500	H. Nishi	TUESDAY, Feb. 21st, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	WEDNESDAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.

THE Steamer "KIYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on TUESDAY, 21st February, at 1 P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	£ 60-0-0, " "
" LONDON	£ 71-0-0, " "
"	£ 120-0-0, Return 6 Months
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
" VALPARAISO	Yen. 570.00, " "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 2 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 22nd Feb., at Daylight
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 7th Mar., at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOI & FOOCHOW	"CHOSHUN MARU"	THURSDAY, 16th Feb., at 8 A.M.
TAMSAI via SWATOW, & AMOI	"DAIJIN MARU"	SUNDAY, 19th Feb., at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

708]



CONTINENTAL TYPEWRITER.

Visible writing. Modern construction. Machines with and without tabulator are in Stock with the Undersigned Firms. Prospectus will be supplied on application. The "CONTINENTAL" may be seen and is to be had at—

HUGO C. A. FROMM'S,
TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

AND **BREWER & CO.'S.**
HONGKONG HOTEL, PEDDER STREET.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

SIBERIAN MAILS.—On account of prevalence of plague in Manchuria, there will be only a Weekly Mail service between Shanghai and Dairen, leaving Shanghai on Fridays, and arriving at Shanghai on Thursdays.

The *Aradia*, with the Siberian Mail, is due to arrive here to-morrow morning.

The *Assaya*, with the English Mail, left Singapore on Saturday, the 11th inst., at 6 p.m., and may be expected here on or about Friday, the 17th inst., at 6 a.m. This packet brings Parcel Mails closed in London for despatch by the all sea route on the 11th January, and for despatch overland on the 18th January.

FOR	PER	DATE
Swatow	Haitan	Thursday, 16th, 10.00 A.M.
Macao	Sui Tai	Thursday, 16th, 1.15 P.M.
Shanghai	Anhui	Thursday, 16th, 3.00 P.M.
Amoy and Chinkiang	Kalgan	Thursday, 16th, 4.00 P.M.
Kobe	Hilary	Thursday, 16th, 4.00 P.M.
Amoy	Hong Wan I	Thursday, 16th, 5.00 P.M.
Swatow, Singapore and Bangkok	Tsintau	Thursday, 16th, 5.00 P.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Kumano Maru	Friday, 17th, 10.00 A.M.
Swatow, Amoy and Poochow	Haiyang	Friday, 17th, 10.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Tybotat	Friday, 17th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO...

Macao, Singapore, Penang and Calcutta

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail.

Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will be closed on Friday, the 17th inst., at 5 p.m.

Samarang and Sourabaya

Manila

Shanghai

SIBERIAN MAIL TO EUROPE

Shanghai

Swatow and Deli

Manila, Cebu and Iloilo

Swatow, Amoy and Poochow

Moji, Kobe, Yokohama, Honolulu, Manzanillo, Salina Cruz, Callao, Iquique, Valparaiso and Caran

Manila and Sydney

Manila Iloilo and Cebu

Nagasaki, Kobe, Yokohama, Victoria and Tacoma

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle

MONDAY LETTERS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO REQUISITES into alleged losses of such (Postal Guide 121).

Mails for CANTON, WUCHOW and SAMSHUI will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.

A Mail for MACAO is despatched per *Sui An* on week-days at 7.15 a.m., on Sundays the mail for Macao is closed at 8 a.m.

Mails for NANTAU and SUABUS are closed every week-day at 6 p.m.

Mails for KONGMOON and KUMCHUK are closed on week-days at 6 p.m.

Sundays the mails are closed at 9 a.m.

A mail for Long Island (Cheung Chow) will be despatched per steam launch *Cheung-show* daily at 2.30 p.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

Local Deliveries.—Separate box-shops have been provided for posting Correspondence for the Town, Kowloon and the Peak. The Boxes are under the Window at the East end of the Verandah in Queen's Road.

BEAUTY IS ONLY ONE OF ITS MANY MERITS.

HALL'S SANITARY WASHABLE DISTEMPER

HAS THESE GREAT ADVANTAGES IN ADDITION:

It is made in a wide range of 70 colours, including rich dark as well as light shades.

It contains no lead, therefore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur.

It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off.

It is washable three weeks after being applied.

It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty.

It is non-poisonous and clean in working.

It destroys fleas, bugs, and other objectionable insects.

Many of the colours will stand on new plaster walls.

"The advantages of using a paint which contains an effective microbe destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it."

SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

February 15th.

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On demand	87
ON BANGKOK:—	11.25
On demand	11.25
SOVEREIGNS, Bank's Buying Rate	\$58.20
GOLD LEAF, 100 fine, per tael	\$23.20
BAR SILVER, per oz.	\$23.20

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces
Chinese	10
Hongkong	20
Hongkong	10

SHARE LIST.—QUOTATIONS.

HONGKONG, FEBRUARY 15TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$915, sellers
National Bank of China, Limited	99,925	£7	£6	\$80, buyers
Bank of China, Limited	8,694	12/6	12/6	\$8.
Bank of Communications, Limited	60,000	\$12	\$12	\$104, sellers
China Bank, Limited	50,000	\$10	\$10	\$95 cts. buyers
China Light and Power Company, Limited	50,000	\$1	\$1	\$7, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	
CORPORATIONS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 55.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	Tls. 10	Tls. 53.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 59.
Laow-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 240.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$18, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$52, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$80	all	\$55, buyers
New Amoy Dock Co., Limited	10,000	Tls. 100	Tls. 100	Tls. 67.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	\$25	\$25	\$5, buyers
Penwick & Co., Limited	18,000	\$16	\$10	\$3.
Green Island Cement Co., Limited	400,000	\$10	all	\$205.
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$22, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$105, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$25	\$64, buyers
Hongkong Ice Company, Limited	8,000	\$25	all	\$170, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19, sales
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7, sales
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$175, sellers
China Fire Insurance Co., Limited	20,000	\$200	\$20	\$121, buyers
China Traders Insurance Co., Limited	24,000	\$85.33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$25	\$5	\$365, sellers
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 150, buyers
Union Insurance Society, Limited	12,400	\$100	\$100	\$825, buyers
Yonghe Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	all	\$96, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$30	\$6, x div. buy.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 98.
West Point Building Co., Limited	12,500	\$50	\$50	\$45, buyers
MINING.—				
Société Française des Charbon de Tonkin	16,000	Pes. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$13, sales
Peak Tramways Co., Limited	25,000	\$10	\$1	\$13, sellers
Philippine Co., Limited	75,000	\$10	\$10	\$8.
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sellers
Leong Sugar Refining Co., Limited	7,000	\$100	all	\$151, sellers
Robinson Pisco Co., Limited	4,000	\$50	\$50	\$50.
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$84, buyers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$19.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$51, sales
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$25	all	\$6, bu. L/don
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$5.76.
Star Ferry Company, Limited	2,300,000	\$1	\$1	\$90.
South China Morning Post, Limited	10,000	\$10	\$10	\$23.
Steam Laundry Company, Limited	10,000	\$10	\$10	\$12.
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	\$7	\$23.
Wm. Powell, Limited	15,000	\$10	\$10	\$5, sellers
Watkins, Limited	10,000	\$10	\$10	\$64, buyers
A. S. Watson & Co., Limited	9,000	\$10	\$10	\$12, buyers
Weissmann, Limited	3,000	\$10	\$4	\$11, sellers
United Asbestos Oriental Agency, Limited	9,000 ordy.	\$10	\$10	\$300.
Union Waterboat Co., Limited	100 fides	\$10	\$10	\$64, x d.
RUBBER.—				
Para Rubber in London	50,000	\$10	all	6 1/2 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

HONGKONG TIDE TABLE.

From February 16th to 22nd, 1911.

Days of Week.	Days of Month.	High Water.		Mean Time.		Height.	Days of Month.	High Water.		Mean Time.		Height.	Previous Day at 4 p.m.			On Date at 10 a.m.			On Date at 4 p.m.						
		h.	m.	ft. in.	h.			m.	ft. in.	h.	m.		ft. in.	h.	m.	ft. in.	Barometer	Temperature	Humidity	Wind Direction	Force	Weather	Barometer	Temperature	Humidity
	16	m.	11 52	4.8	5 22	1.2		m.	11 25	4.4	5 50	1.6		30.10	71	70	30.21	70	50	30.55	70	50	30.65	70	50
	17	m.	0 18	5.0	6 17	1.8		m.	0 49	5.2	6 45	2.0		73	52	68	W	East	E	68	52	68	W	East	E
	18	m.	0 49	5.2	6 29	2.0		m.	1 26	5.5	7 30	2.2		—	—	—	—	—	—	—	—	—	—	—	—
	19	m.	0 39	5.1	6 45	2.2		m.	1 24	5.5	7 30	2.2		—	—	—	—	—	—	—	—	—	—	—	—
	20	m.	1 26	5.5	7 30	2.2		m.	2 13	5.5	8 13	2.4		—	—	—	—	—	—	—	—	—	—	—	—
	21	m.	2 13	5.5	8 13	2.4		m.	2 34	5.6	8 37	2.6		—	—	—	—	—	—	—	—	—	—	—	—
	22	m.	3 11	5.5	9 37	3.0		m.	3 11	5.5	11 2	3.1		—	—	—	—	—	—	—	—	—	—	—	—
	23	m.	3 54	5.6	11 59	3.5		m.	4 13	5.6				—	—	—	—	—	—	—	—	—	—	—	—

Previous Day at 4 p.m.			On Date at 10 a.m.			On Date at 4 p.m.			
Barometer	30.10	30.21	30.55	71	70	50	30.65	70	50
Temperature	71	70	50	73	52	68	73	52	68
Humidity	70	50	68	W	East	E	W	East	E
Wind Direction	—	—	—	1	1	4	1	1	4
Force	—	—	—	c	b	b	c	b	b
Weather	—	—	—	—	—	—	—	—	—
Rain	—	—	—	—	—	—	—	—	—

Highest open air Temperature on 14th..

Lowest open air Temperature on 14th..

"ALMA" Cigarettes.



TRADE MARK.

Manufactured from the Finest Virginian Tobacco by

THE "ALMA" CIGARETTES COMPANY,

ST. MARTIN'S LANE,

LONDON.

SOLD EVERYWHERE.

AT 1.75 PER TIN OF 100.

THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



Another Famous Product of the above

Company is its

STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

20 Cents Per Tin.
\$2.30Per Doz. Tins.
\$9.00Per Case of 4 Doz. Tins.

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KWAN TEE, Queen's Road Central.
CHONG TEE, Queen's Road Central.
JAN TUN, Queen's Road West.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Canal Road.

CROSSLEY BROTHERS, LTD. OPENSHAW, MANCHESTER.

MAKERS OF:

GAS & OIL ENGINES,
MARINE ENGINES,
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GAS PLANTS
FOR
POWER
AND HEATING
PURPOSES TO
WORK WITH ALL
KINDS OF FUEL.
SUCTION
AND
PRESSURE SYSTEMS.
AMMONIA RECOVERY
PLANTS, &c.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT
WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:
W. R. LOXLEY & CO.,
YORK BUILDINGS.

TO-DAY 11.30 A.M.—Race Meeting of Hongkong Jockey Club, at Happy Valley.

FORTHCOMING EVENTS.

Friday, 17th Feb.—Henry Dallas' Theatre, at Theatre Royal, 9 P.M.

Tuesday, 21st Feb.—Eighty-Ninth Ordinary Half-Yearly Meeting of H.K. C. M. Steamboat Co., Ltd., Noon.

Saturday, 25th Feb.—Ordinary Half-Yearly Meeting of Hongkong and Shanghai Banking Corporation, at City Hall, Noon.

Saturday, 25th Feb.—Ordinary Half-Yearly Meeting of Hongkong H. Tel. Co., Ltd., 12.30 P.M.

Monday, 27th Feb.—Ordinary Yearly Meeting of Hongkong and Whampoa Dock Co., Ltd., Noon.

Tuesday, 28th Feb.—The Thirtieth Ordinary Meeting of Hongkong Ice Co., Ltd., Noon.

Wednesday and Thursday, 1st and 2nd March.—Annual Show of Hongkong Horticultural Society, in the Botanic Gardens.

Friday, 10th March.—Extraordinary General Meeting of Hongkong Fire Insurance Co., Ltd., 12.15 P.M.

OPIMUM.

	January 20th.
Quotations are—	
Malwa New	\$2,500/2,530 per picul.
Malwa Old	\$2,540/2,560 "
Malwa Older	\$2,570/2,580 "
Malwa V. Old	\$2,590/2,600 "
Persian fine quality	\$1,400/1,500 "
Persian extra fine	\$2,000 "
Patna New	\$2,675 per chest.
Patna Old	\$2,650 "
Bonares New	\$2,620 "
Bonares Old	"

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 35 years From 1874 to 1909.

Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

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